

# The China Mail.

ESTABLISHED 1845

MILKMAID  
STERILIZED  
NATURAL  
MILK  
PURE, FRESH  
COWS' MILK.

No. 16,047.

號九月十年四十一百九千一第

HONGKONG, FRIDAY, OCTOBER 9, 1914.

庚申年九月十四日

PRION. 88.00 Per Month

## THORNE'S

No. 4  
OLD VAT  
SCOTCH  
WHISKY.

Is supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd.  
WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDINGS, HONGKONG.

GERMANY'S VAST AIR FLEET.  
1,300 Aeroplanes of Modern Type.

WHY GERMAN AIR FORCE NOT INVADEN  
FRANCE.

The story of the ramming of a Zeppelin  
airship by the famous French aviator,  
Roland Garros—a story which still holds  
confirmation and is disbelieved by those  
who know M. Garros best—probably arose  
from the idea that a Zeppelin cannot be  
attacked in any other way owing to its  
being defended against attack from above  
by a quick-firing gun mounted on top of  
the rigid framework of the gas holder.  
In order to make certain of his aim, a  
bomb-dropper in an aeroplane would have  
to pass within 100 feet or so of the airship's  
roof, and so would be well within range of  
the gun mounted there.  
Only three or four of the very latest  
Zeppelins, however, are equipped with  
these gun-platforms, and, furthermore, I  
learn on good authority that none of them  
is mounted with guns, for it is now known  
that if there was a leak in any of the gas  
bags near the mid-ship portion of the  
frame, the escaping hydrogen would find  
its way out near the gun-platform, and  
would be almost certain to catch fire as  
soon as the gun was discharged.

It is believed that the explosion of the  
Zeppelin which caught fire, and killed all  
its crew at Johannishof, near Lich, only  
a few months ago, was caused by the gun  
on top firing blank cartridge as an experi-  
ment, though at the time it was stated that  
the cause was a petrol fire in one of the  
engine rooms.

It is, therefore, a comparatively simple  
matter, in the absence of a gun, to open and  
quite close a Zeppelin from above, for  
the crew in the cage below cannot hit the  
aeroplane so long as the pilot of the  
aeroplane keeps the envelope of the airship  
between himself and the crew. The knowl-  
edge of this fact, on the part of the Ger-  
mans, probably accounts for our not having heard  
anything of Zeppelins flying over France,  
but only over Belgium, whose flying corps  
is so small that it hardly counts.

Since I wrote recently of the number of  
aeroplanes which the German army has  
available for active service, I have been  
told, on quite reliable evidence, that the  
German numbers have been enormously  
increased during the past few months.  
The number mentioned to me by one  
who has just returned from Germany is  
1,300 aeroplanes of modern type, exclusive  
of school machines, and the slower military  
machines of a year ago. In support of  
this, it is known that for some time the  
"Mercedes" motor firm has been turning out  
130 to 140 aero engines a month, these all  
being of the 100 h.p. cylinder type, which  
has, during the past six weeks, broken all  
the world's records for height and duration.

In addition, the Bess Company has been  
producing about half as many, and the  
minor firms, such as the Argus and N.A.  
G., have also been contributing large  
numbers. One can safely put the German  
aero-engine output down at something like  
250 a month, and as each engine means an  
aeroplane in which to fit it, the estimate of  
1,300 may not be far from the truth.

The number of pilots to fly these  
machines may not be as great, but it is  
larger than that of any other country,  
thanks to the German system of encourag-  
ing civilian flying schools.

Under this system each aeroplane firm  
of any importance had a certain number of  
soldiers, mostly officers, but some N.C.O.s  
as well, allotted to the school, to be trained  
by the firm's own pilots. The training of  
these aviators was paid for at a price which  
permitted the firm to use first class  
machines and to pay reasonable wages to the  
pilots. The firms could afford to pro-  
vide comfortable quarters for the pupils,  
and could, in every way, do things on a scale  
which does not exist in any other country.

In order to stimulate progress in  
aviation, military aviators were encouraged  
to enter for the big flying competitions,  
and various Government departments gave  
hand-some prizes. For this reason one saw  
thirty starters in the Prince Henry  
Competition this year, whereas our London,  
Manchester and back race only brought  
out six starters.

It is now practically certain that the  
German and Austrian air-arms together  
outnumber all the French, Russian,  
British, Belgian, Serbian, Swiss, and Dutch  
pilots so that Germany will have a great  
advantage in her air-arms.—C. G. Gray  
Express.

The Japanese Naval Department has  
issued a statement that the ten torpedo-  
boat destroyers, which are to be built in  
accordance with the Temporary War  
Expenditure Bill passed by the Imperial  
Diet at the recent War Session, have  
been named the "Kaba, Kuro, Kanda,  
Matsu, Kure, Sakai, Kashiwa, Kari,  
Tama, and Suga." The two destroyers  
under construction in Great Britain are  
named "Kure" and "Kashiwa."

## BUSINESS NOTICES.

Best for Infants  
Best for Invalids



Nestle's Food  
for INFANTS & INVALIDS.  
A PERFECT DIET. INVALU-  
ABLE in HOT CLIMATES.

As Milk is one of its Constituents the only  
other ingredient required is water.  
Write to Nestle Food Co. P.O. Box 351  
Hongkong for a free sample tin.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 9th OCTOBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'

5 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

SATURDAY, 10th OCTOBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

5 P.M. 'KINSHAN.'

Single Fare by Night Steamer \$6.00

Return Fare by Night (available also for Return by Day Steamer) 10.00

Single Fare by Day Steamer 4.00

Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the  
Company's vessels. Passengers arriving by Night Steamer from Canton (leave at  
Hong Kong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI.' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

### EXCURSION TO MACAO.

SUNDAY, 11th OCTOBER.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street  
Wharf.

### FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI TAI.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SALINAM.' 588 Tons, and S.S. 'NANSING.' 566 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and  
"SARUL." These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

## CHEN KWONG & Co., Ltd. FRENCH LESSONS

GENERAL IMPORT &  
EXPORT.

### CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Drapery, Groceries,

Boat and Shoes.

Makers of Jewellery, Lacquers,

Crockery Ware.

Lign-mongers, Wine and Spirits

Foreign Clothes for gentlemen made to

order by our own tailors.

Large assortment of Chinese Silks and

Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton &

Hongkong to buy Chinese and Foreign

Goods.

80P PAT POO STREET

Tel. No. 1406. CANTON and

No. 227, 230, Des Voeux Road

and No. 129, Queen's Road, Hongkong.

## SINGON & CO.

ESTABLISHED A.D. 1820.

IRON STEEL, METAL and HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Castings. General Store-

keepers and Shipchangers. Nos. 33 and

37, Baze Lane, HONGKONG. (2nd Street, west

of Central Market) Telephone No. 315.

Hongkong, September 4, 1914.

[If you happen to be late your mail will

be forwarded, and promptly served

for you. Only at the ALKAL-

MAKERS.

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway

Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DRAK 787 x 88 x 31/2"

Pumps empty Dock in 3 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7.1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the

Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 215.

## MEM CHEUNG

ART PHOTOGRAPHER.

## CHILDREN'S PHOTOS

A

SPECIALITY.

## NOTE ADDRESS

ICE HOUSE HONGKONG

## "MUMEYA"

"While-you-wait" Photography  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

"Special terms 30% reduction for Volunteers  
and all men in uniform."  
No. 8, Queen's Road Central.  
TELE. No. 254.

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. H. TIGGART,

MANAGER.

## PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms.—From \$5 per day Max.

Telegraph Address: "Peakful."

P. O. FRUTER,

Manager.

## GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

OWNED UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

V. ASHMAN, Proprietor.

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Chunks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## Effervescent Saline

For purifying the Blood  
and cooling the System.

## Refreshing Invigorating

PRICE \$1.00 per bottle.

THE VICTORIA DISPENSARY.

## HONGKONG TURKISH BATH & TOILET CO., LD.

OPENING DAY OCTOBER 1st.

HOT, COLD, MEDICATED, TURKISH AND ELECTRIC BATHS OF  
EVERY DESCRIPTION FOR LADIES AND GENTLEMEN.

EXPERT MASSEURS, EXPERIENCED BARBERS AND  
HAIRDRESSERS.

THE PUBLIC IS REQUESTED TO CALL AND INSPECT THESE BATHS.

QUEEN'S ROAD CENTRAL, HONGKONG.

## NEW SHIPMENT

Government guaranteed 1st Grade Butter.  
Packed specially in Australia for us. Absolutely  
Best Imported. None Better quality made.  
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY CLASS  
RESTAURANT IN THE EAST TRY THE

## ALEXANDRA CAFE

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

"BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa as presented  
on the market; it fully maintains its high reputa-  
tion for food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912.

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec. 17 1907.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipways and can accommodate any craft  
of 200 feet long.

Tel. No. 400. 48, COWANPOIN ROAD CENTRAL, HONGKONG. Telephone No. 420.

Shanghai, Shum Sai-Po, Kowloon, HONGKONG. Telephone No. K.9.

Estimates furnished on application.

WONG TUNG WA, Manager.

Hongkong, April 1, 1914.



## INTIMATIONS

## G. FALCONER &amp; CO., LTD.,

## WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, BAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

THE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for  
STEAM RAISING, FORGING, STEEL MAKING, SHIP'S BUNKERS,  
HOUSEHOLD PURPOSES.

## KAIPING COKE

Competes with the best quality English Coke for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

BRIGHT FIREBRICKS  
FIRECLAY,  
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL &amp; CO., LTD., Agents.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 16, DUE VORCE ROAD CENTRAL, HONGKONG.  
SINGAPORE: 24, ROBINSON ROAD. YOKOHAMA: 32, WATER STREET.  
MANILA: MANILA HOTEL, P. O. Box 768.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and  
TRANS-AMERICAN RAILWAY.

TRAVEL arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

## INTIMATIONS

MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)

## COAL DEPARTMENT.

SOLE PROPRIETORS OF KAMA-  
SIMA, OCHI, MUTARE, YO-  
SHINOTANI, KISHIDAKE, HOJO,  
KANADA, NAKAZUTA, BAYO,  
SHINKEI and KAMİYAMADA  
Collieries.

AGENTS for SAKITO, & OYUBARI  
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Nomi, Karatsu,  
Wakamatsu, Otsu, Muroran,  
Hakodate, Kobe, Osaka, Kure,  
Tokyo, Yokohama, Nagoya,  
Tsuruga, Shanghai, Hongkong,  
Hankow, Peking.

TEL. ADDRESS for above: IWASAKI.  
Codes:—A1, ABC 5th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.SINGAPORE: Messrs Borneo Co.  
Ltd.GLASGOW: Messrs A. R. Brown  
McFarlane & Co., Ltd.For particulars, apply to  
K. KATO,  
Manager,  
No. 2, PRINCE STREET,  
HONGKONG.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY  
YEARLY MEETING of share-  
holders in the above Company will be  
held at the Company's Town Office, 1  
Lower Albert Road, Hongkong, on  
SATURDAY, 10th October, 1914, at  
12.15 p.m. for the purpose of presenting  
the Report of the Directors and Statement  
of Accounts to 31st July, 1914.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 1st to 10th  
October, 1914, both days inclusive.By Order,  
M. MANUK,  
Secretary.

Hongkong, Sept. 25, 1914.

DAIRY FARM NEWS.

We are always in a position to  
supply you with the best of our  
LOCAL & AUSTRALIAN  
MILK.SMOKED FISH, SAUSAGES,  
BAMS, BACON,  
CORNED PORK,  
CORNED BEEF,  
AND WE IMPORT  
Absolutely the best Table Butter  
this money can buy.

THE "DAISY" BRAND.

68

PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

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## BY TELEGRAPH.

(Routledge's Service to the China Mail.)

## THE WAR.

SHANGHAI CONTINGENT  
ACCEPTED BY THE  
WAR OFFICE.  
THE GREAT STRUGGLE IN  
FRANCE.

## THE ANTWERP BOMBARDMENT.

## SHANGHAI CONTINGENT ACCEPTED BY THE WAR OFFICE.

LONDON, Oct. 9, 8.35 a.m.  
The War Office has accepted the offer of the Shanghai British Contingent consisting of 110 men, for active service at the front. All the men have had military training and are good riders and shots. The British community is paying the passages of the men, who will sail at the earliest possible date.  
(We understand that several Hongkong men sent in applications to join the Contingent.—Ed.)

## THE BOMBARDMENT OF ANTWERP.

LONDON, Oct. 8, 11.25 a.m.  
A message from Ostend states that it is believed in high quarters that Antwerp will be able to hold out, thanks to reinforcements. Men are enlisting daily.

Oct. 8, 3.30 a.m.

It is unknown whether the bombardment of the city of Antwerp has begun.

Dutch correspondents variously give the time fixed in the German ultimatum as 9.30 p.m. yesterday and 8 o'clock this morning.

The Amsterdam Handelsblad states that the Germans forced a crossing of the river Nethe by means of heavy guns, having concentrated an attack on the south-east of the city after a costly failure in attempts to cross the Scheldt.

10,000 Antwerp fugitives have arrived at Roosendaal, Holland.

4.20 p.m.

A telegram states that the refugees just arrived at Roosendaal report that the Germans started the bombardment of Antwerp with heavy artillery.

4.40 p.m.

Another telegram from Amsterdam states that the first shells exploded in the southern part of Antwerp.

The inhabitants fled precipitately.

Meanwhile a Zeppelin, cruising above the fortifications, bombed the Hoboken districts, which caught fire, but were immediately emptied, saving a conflagration.

The Germans then bombarded the north-eastern part of the town.

The suburb of Bochem must have suffered heavily.

## THE LATEST NEWS FROM FRANCE.

Oct. 8, 5.15 p.m.  
A Paris communiqué states: On our Left Wing the enemy have progressed at no points, while at certain points the enemy have fallen back, particularly to the north of Arras, where an action is developing under good conditions for us.

Operations of bodies of cavalry are developing almost to the North Sea. The enemy is still in force in the region of Roye, but we have taken a greater number of positions than we regularly were obliged to cede. The density of the enemy's troops north of the Aisne appears to have diminished. There is nothing to report between Rheims and the Meuse.

On the heights above the Meuse between Verdun and St. Mihiel the enemy has fallen back to the north of Hattin Chatel. The enemy still holds Saint Mihiel and several positions to the north of that place on the right bank. Violent attacks by the enemy on the Woivre, to the west of Apremont, failed. There is no change in Lorraine and the Vosges.

## AGREEMENT REGARDING NON-COMBATANTS.

London, Oct. 8, 9.30 p.m.  
Austria and Great Britain have mutually agreed to allow women, children, males outside military age, medical practitioners and clericals to return home.

## TREATMENT OF WOUNDED AND PRISONERS OF WAR.

The French Consul-General kindly sends us the following telegram received from the French Minister at Peking:—

The Department of Foreign Affairs informs me that the American Ambassador in Paris and the American Minister Plenipotentiary on special mission at Bordeaux, visited the camps of Fiers (Orne) and of Girondo where German wounded and prisoners of war are interned in respective groups.

The two representatives of the United States of America declared that organization of the said camps is perfect and that the German wounded and prisoners are quite satisfied with the treatment they receive and the care bestowed upon them.

The "Wolf" telegraph agency pretended that the Bordeaux correspondent of the *Courrier d'Italie* had written that "2,000 wounded German soldiers who are at Bordeaux, were left without sufficient care." The correspondent of the said Italian newspaper declares openly that this assertion is a mere calumny, and that he never sent to his newspaper the correspondence which the German telegraph agency pretended he had sent.

On the other hand, from much information received about the way the German have been treating a certain number of their war prisoners—especially English prisoners—previous to their being interned, give proofs of the inhuman ways of the Germans. For instance, on or about the middle of September, at the Verriers (Belgium) railway station the attitude of the German military authorities was so scandalous, that the ladies of the Red Cross protested in the most energetic manner, but without any success.

I wish you to give these denials and information, the widest possible publicity.

(Signed) A. B. CONTY.

## GERMAN DESTROYER SUNK BY A BRITISH SUBMARINE.

London, Oct. 8.  
The Admiralty announces through the Press Bureau to-night that Submarine E 9 has returned safely after having sunk a German destroyer off the Ems River.

## BY TELEGRAPH.

## CANADIAN CONTINGENT ARRIVES IN ENGLAND.

London, Oct. 8.  
The first Canadian Contingent has arrived in England. It is to proceed to an inland training camp to prepare for active service.

## LARGE MASSES OF CAVALRY NEAR LILLE.

M. Liebert, the Consul for France, has kindly sent us the following telegram which he received via Peking:—

On our Left Wing since the 5th inst. there has been a steady extension of the front. Large and very important masses of German cavalry are reported in the neighbourhood of Lille, preceding hostile forces advancing through the North Line—Tourcoing-Armentières-Baillet. The situation has been sensibly maintained around Arras and on the right bank of the Somme. There have been alternate advances and retirements between the Somme and the Oise. An important German attack was tried near Lassigny but failed heavily, the French taking 500 prisoners. The French made a slight advance at Cuffies, north of Soissons, with the very effective co-operation of the British Army, and also made some progress in the Berry-au-Bac district. On the whole remaining front there is no change.

The Belgian forces defending Antwerp have strongly occupied the Rupel-Nethe line, and the German attacks against this line have totally failed.

## RUSSIAN BOMBARDMENT OF PRZEMYSL.

London, Oct. 8.  
A telegram from Petrograd states that the Russian heavy artillery is ceaselessly bombarding Przemyśl, gradually destroying the forts and the town, where many of the houses are burning. All attempts of the Austrians to relieve the garrison have been repulsed with heavy loss.

## THE TERRIFIC STRUGGLE IN FRANCE.

## Decision Still Hanging in The Balance.

London, Oct. 8, 2.25 a.m.  
An official statement issued in Paris at 11 p.m. says:—  
Except on the two wings, where German attacks have been repulsed, there has been almost a complete calm along the front. German cavalry on our Left have been held north of Lille and driven back.

The ground previously ceded between Chaulnes and Royes has been recovered. We have advanced at certain points in the Centre. There is nothing noteworthy on the Right Wing to report.

GENERAL FRENCH'S  
FIRST DESPATCH.

## FURTHER DETAILS.

## Transport of the British Force.

Sir John French's despatch stated that the transport of troops from England by sea and rail was effected in the best order. The troops arrived in France well within scheduled time, and the concentration was practically completed by the evening of the 21st August.

He adds:—I was able to make dispositions to move on the 22nd to the positions—I considered most formidable, when the operations were undertaken. General Joffre requested me to undertake in pursuance of his plan of campaign. The Second Corps occupied a line from Condi to Moon and the First Corps was posted to the right of the second Corps. The Fifth Cavalry Brigade occupied Binche. In the absence of the Third Corps, I desired to keep the Cavalry Division as a reserve to act as an outer flank, or to support any threatened line.

## A CAVALRY RECONNAISSANCE.

The forward reconnaissance was entrusted to Colonel Sir Philip Chetwode's Fifth Cavalry Brigade, but Major-General Allenby was directed to send a few Squadrons to assist. There did excellent work on the 22nd and 23rd, some of them penetrating as far as Soignies. They showed great advantage in encounters, besides bringing information from the French Headquarters.

## THE ENEMY'S MOVEMENTS.

The reconnaissances effected by my patrols and the observation of aeroplanes failed to detect any outflanking movement by the enemy.

A report on the afternoon of the 23rd showed that the enemy was commencing to attack in some strength especially to the right of our position at Moon and Bray. The Cavalry evacuated Binche, which the enemy occupied.

REASONS FOR THE FRENCH  
RETREAT.

General Joffre's message explained that the French were retreating, because the Germans on the 22nd had seized the passages of the Sambre between Charleroi and Namur.

## DETAILS OF THE WITHDRAWAL.

Throughout the night of the 23rd a certain amount of fighting was in progress along the whole line. At the beginning of the retreat to Maubeuge the Third Division of the Second Corps suffered considerable loss from the enemy, who had taken Moon. The Second Corps halted on the line Douai-Quadr-dub-le-Francaise, partially entrenching. This enabled General Sir Douglas Haig's First Corps gradually to withdraw. The latter reached the line Bavi-Maubeuge at 7 o'clock in the evening.

## GOOD WORK BY THE CAVALRY.

I had previously ordered Major-General Allenby's Cavalry to act vigorously and advance to my left, where the enemy was making their principal efforts. General Allenby, at 7.30 in the morning, received a message from Sir Charles Ferguson that the Fifth Division was being pressed. General Allenby drew his Cavalry, and went to support the Fifth Division.

## WIRE ENTANGLEMENTS.

During the course of this operation, Brigadier General de Lisle, commanding the Second Cavalry Brigade, thought he saw an opportunity to paralyze the advance of the German Infantry by attacking its flank.

flank. But he was held up by wire entanglements 500 yards from his objective, and the 9th Lancers and 18th Hussars suffered severely in the retirement of the Brigade.

## THE SECOND CORPS RETIRE.

With the assistance of the Cavalry, General Sir Horace Smith-Dorrien effected the retreat of the Second Corps to a new position, although the Corps suffered great losses, having two Corps of the enemy on its front and one threatening its flank.

ENDEAVOUR TO REACH THE  
SOMME.

Field Marshal Sir John French then explained his determination to reach the River Somme or Oise. "It was due to the continued retirement of the French troops on my right, my exposed left flank, the tendency of the enemy's western Corps to envelop me, and, above all, to the exhausted condition of my troops." The Despatch says:—Throughout the day of the 25th and far into the evening the First Corps continued to march. It arrived at Landreies at 10 o'clock.

## EXHAUSTION OF THE TROOPS.

I intended the Corps to come further west, in order to fill the gap between Le Cateau and Landreies, but the men were exhausted and could not get further with out rest.

GALLANTRY OF THE GUARDS  
BRIGADE.

The enemy, however, would not allow them to rest. About 9.30 in the evening of the 24th the Guards Brigade in the Landreies was heavily attacked by the Ninth German Corps, coming through the forest north of the town. The Brigade fought most gallantly and inflicted tremendous loss on the enemy leaving the forest into the narrow streets of the town. This loss is estimated at from 700 to 1,000.

## ASSISTANCE BY THE FRENCH.

At the same time, General Sir Douglas Haig reported his First Division heavily engaged south and east of Maroilles. I sent urgent messages to the Commander of two French Reserve Divisions on my right to assist the First Corps, which they even reached. Fully owing to this assistance, but mainly owing to Sir Douglas Haig's skill in restricting his Corps from an exceptionally difficult position in the darkness, they were able, at dawn to resume the march towards Wassigny on to Joinville.

GENERAL SIR HORACE  
SMITH-DORRIEN.

After describing General Sir Horace Smith-Dorrien's resistance on the 24th Sir John French says:—  
"I cannot close my brief account of this glorious stand of the British troops without recording my deep appreciation of the valuable services of General Sir Horace Smith-Dorrien. I say without hesitation that, the saving of the left Wing of my Army on the morning of the 26th, could never have been accomplished unless a Commander of rare and unusual coolness, intrepidity and determination had been present personally to conduct the operation."

THANKS TO THE FRENCH  
CAVALRY.

"I was much indebted on the 27th and 28th to General Serolle's French Cavalry, for assisting in the retirement and successfully driving back some of the enemy on Cambrai. General D'Amade, with two Divisions, moved from Arras on the enemy's right, and took much pressure off the British rear."

NOTES AND TIPS FOR  
TO-MORROW'S  
GYMKHANA.GATE MONEY FOR THE PRINCE  
OF WALES FUND.

(Specially written for the "China Mail.")

The fourth meeting of the Gymkhana Club fixed for to-morrow looks like providing a very interesting and amusing entertainment. The Mule race especially promises to be funny, when one realizes the stupidity and, also, the cunning of the animals.

It is hoped that a "bumper" attendance will result, as the Committee have decided to give the whole of the gate money, without deductions, to the Prince of Wales's Fund.

The racing proper should prove interesting as a good many of the previous starters have left the Colony, others have had a nice long rest while a few have gone lame, or have broken down. Unfortunately no fresh blood has been imported, so we shall have to depend on the old starters to show us sport—and the China pony can always spring a surprise on his backers.

Event No. 1, Tent Pegging. Those of us who have seen the Indian Officers at work with the lances will not look elsewhere for the winners, with probably Elwes and Clarke the runners up.

No. 2, The Gymkhana Stakes, should show us a good finish. The present marks leader, Roman Chief, has been shipped to Shanghai, as have also his stable companion Nigerian Chief, Aldwyck and Bozard, leaving Vadoem and Soi Kwal as the only candidates who have already scored points in the Stakes. The probable starters and jockeys will be as follows:—

Jose Mighty, Hickman.  
Vadoem, Sedgwick.  
Sir Galahad, Gegg.  
Brown Boy, Seth.  
Lorenzo, Pope.

The weights at this time of the year must always be considered, also the ponies' condition, but I expect to see them finish in the following order:—

Jose Mighty, Sir Galahad, Brown Boy.

Race No. 3, The 3 Mile Handicap, will, most likely, see a field of six face the starter. Masotte appears to be the favourite, but I fancy Soi Kwal very strongly here, and I believe him to be a game pony, Fiddle Bird too must not be overlooked.

Event No. 4, Polo Pony Sourry, has been poorly entered for; evidently poor is at a low ebb in Hongkong just now. A fast and handy pony is necessary to win this event, and No. 1, known as Shanghai, has proved himself already. Joy is also a noted place getter, but if Radium II. can be managed he is faster than all here.

Event No. 5, The Mule Race. The winner will take a lot of finding; watching some of the entered makes the other day, I saw six start; two of whom finished, the other four having whipped round or got rid of their riders.

Event No. 6, Ladies' Nomination, calls for skill as a horseman in mounting and being able to ride a finish. The fastest pony here is undoubtedly Buttercup but Joffi receives a good start. A few of the fastest ponies are Joy, Radium II., Tokki, Buttercup.

The last race of the day, and usually the most interesting one, is the mile and a quarter handicap, as it calls for judgment on the part of the jockeys, they remembering that, "The Race is not always to the swift." We shall probably see all the entrants out here, except Moorish Chief, who has gone wrong, and I expect to see Lorenzo, Brown Boy, and Sevington fighting out the finish. The winner is remarkably hard to spot, as the handicappers have done their work as well that nothing appears to have any special advantage.

The times taken yesterday of the final gallops were as follows:—

Masotte, Gegg, 1. 38, 1.10, 1.43, last 1. 38.  
Fiddle Bird, Bath, 1. 37, 1.13, 1.49, last 1. 38.  
Lorenzo, Pope, 1. 42, 1.30, 2.10, 2.47, 3.22, last 1. 35.  
Vadoem, Sedgwick, 1. 39, 1.16, 1.51, 2.25, last 1. 34.  
Soi Kwal, Seth, 1. 39, 1.15, 1.48, last 1. 35.  
Jose Mighty, Hickman, 1. 36, 1.12, 1.46, last 1. 34.  
Sir Galahad, Gegg, 1. 37, 1.14, 1.48, last 1. 34.  
Sevington, Gegg, 40, 1.20, 1.53, 2.20, last 1. 34.  
Dunin, boy, 1. 35, 1.12, 1.46.2, last 1. 34.3.  
Pegasus, boy, 1. 35, 1.16, 1.49.2, last 1. 35.2.  
Brown Boy, Matchlock and Fluke were entered only by their riding boys.  
"Judas's Box."

## HONGKONG GYMKHANA CLUB.

## THE FOURTH GYMKHANA MEET.

ING of the Season will be held at Happy Valley on SATURDAY, the 10th October, 1914, commencing at 3 p.m.

The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

GATE MONEY taken at the GYMKHANA will be given to the PRINCE OF WALES FUND, WITHOUT ANY DEDUCTION FOR EXPENSES.

It is hoped therefore that Members of the Jockey Club and others who have hitherto enjoyed the privilege of free admission will pay on this occasion, as every dollar paid for a ticket is a direct gift to the Fund.

"MANY A MUCKLE MARK A MUCKLE."  
Hongkong, October 7, 1914. 1970

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THE GREAT  
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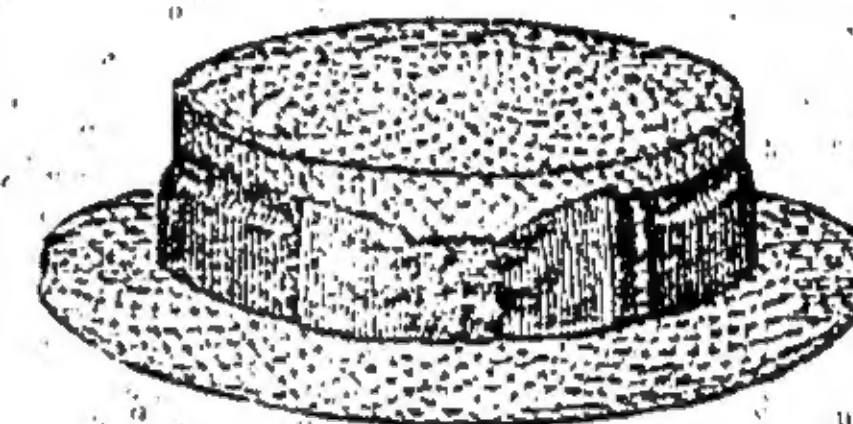
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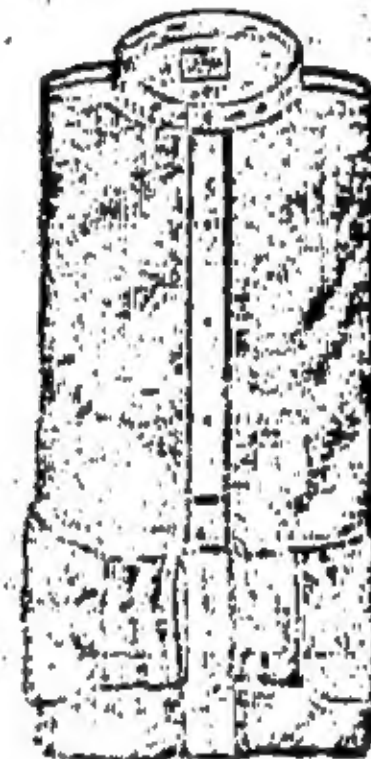
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SMART HEADWEAR  
THE VERY LATEST  
SHAPES IN STRAW.  
HATS WITH BLACK  
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Prices \$1.25, \$2.00,  
\$2.50 \$3.00 each.

PYRAMID HANDKERCHIEFS  
MADE OF FINE LAWN IN A  
SMART RANGE OF COLOURED  
BORDERS, SIZE ABOUT 19 1/2 INCHES  
SQUARE.

Price \$5.00 dozen.



## LOUNGE SHIRTS

WE CARRY AN EXCEEDINGLY  
SMART RANGE OF SOFT FRONTED  
SHIRTS WITH SOFT DOUBLE  
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Yokohama	Sept. 17	Sept. 23	Yokohama	Sept. 23	Sept. 29
Yokohama	Oct. 1	Oct. 7	Yokohama	Oct. 7	Oct. 13
Yokohama	Oct. 15	Oct. 21	Yokohama	Oct. 21	Oct. 27
Yokohama	Oct. 29	Nov. 4	Yokohama	Nov. 4	Nov. 10

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRIDGEST transfer also to the Express Mail Steamer at PORT SAID.

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NAGOYA	Oct. 29	Nov. 4	NAGOYA	Nov. 9	Nov. 15

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSEILLES, LONDON	SUWA MARU	25,000 tons	WEDNESDAY, 21st Oct. at 10 a.m.
ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUVA AND PORT SAID.	ATSUTA MARU	10,000 tons	WEDNESDAY, 4th Nov. at 10 a.m.
VICTORIA, E.C., & SEATLE, via SHANGHAI, MOI, KOB, YOKOHAMA, & YOKOHAMA	FAMBA MARU	12,500 tons	TUESDAY, 20th Oct. at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, Cebu, & YOKOHAMA	NIKKO MARU	10,000 tons	FRIDAY, 23rd Oct. at 11 a.m.
DAY ISLAND, TOWNSVILLE, & BRISBANE	HITACHI MARU	10,000 tons	WEDNESDAY, 18th Nov. at 10 a.m.
BOMBAY via SINGAPORE, COLOMBO, & RANGOON	JINSEN MARU	5,000 tons	MONDAY, 16th Oct. at 10 a.m.
COLOMBO, via SINGAPORE, PENANG, & RANGOON	SANUKI MARU	12,500 tons	SATURDAY, 17th Oct. at 10 a.m.
NAGASAKI, KOB, & YOKOHAMA	INABA MARU	12,500 tons	FRIDAY, 30th Oct. at 11 a.m.
KOB, & YOKOHAMA	HITACHI MARU	12,500 tons	TUESDAY, 15th Nov. at 11 a.m.
MOI & KOB	CEYLON MARU	10,000 tons	FRIDAY, 23rd Oct. at 10 a.m.

The Katori Maru, Kamo Maru and the Kachima Maru are fitted with new system of wireless telegraphy.

# **PASSENGER SEASON FOR 1915.**

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KATORI MARU	20,000 tons	Thursday, 28th January
KAMO MARU	18,000 tons	Thursday, 11th February
KASHIMA MARU	20,000 tons	Thursday, 25th February
MISHIMA MARU	18,000 tons	Thursday, 11th March
SUWA MARU	25,000 tons	Thursday, 25th March
ATSUTA MARU	10,000 tons	Thursday, 8th April
YASAKI MARU	10,000 tons	Thursday, 22nd April
YASAKI MARU	10,000 tons	Thursday, 6th May
KITANO MARU	18,000 tons	Thursday, 20th May
FUSU MARU	22,000 tons	Thursday, 3rd June

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
KATORI MARU	20,000 tons	Tuesday, 26th January
KAMO MARU	18,000 tons	Tuesday, 9th February
KASHIMA MARU	20,000 tons	Tuesday, 23rd February
MISHIMA MARU	18,000 tons	Tuesday, 9th March
SUWA MARU	25,000 tons	Tuesday, 23rd March
ATSUTA MARU	10,000 tons	Tuesday, 6th April
YASAKI MARU	10,000 tons	Tuesday, 20th April
YASAKI MARU	10,000 tons	Tuesday, 4th May
KITANO MARU	18,000 tons	Tuesday, 18th May
FUSU MARU	22,000 tons	Tuesday, 1st June

# SHIPPING **OSAKA SHOSEN KAISHA.**

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

**THE AMERICAN LINE TO TACOMA AND SEATTLE**

In connection with

**THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY**

FOR VICTORIA AND TACOMA

VIA KEELUNG, SHANGHAI, NAGASAKI, KOB, YOKOHAMA, AND YOKOHAMA.

S.S. 'CANADA MARU' Capt. H. Yamamoto, Wednesday, 14th Oct. at 4 p.m.

S.S. 'TACOMA MARU' Capt. T. Hamada, Thursday, 29th Oct. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For DOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

S.S. 'MALAY MARU' Capt. K. Sukawa, Monday, 19th October, a.m.

For KOCHOW via SWATOW AND AMOY.

S.S. 'KAMO MARU' Capt. Y. Yamamoto, Sunday, 11th Oct. at Noon.

For TAMSUI via SWATOW AND AMOY.

S.S. 'DANGI MARU' Capt. S. Tokunaga, Sunday 11th Oct. at 10 a.m.

S.S. 'DALIN MARU' Capt. K. Murakami, Sunday 18th Oct. at 10 a.m.

For ANPING AND TAKOW via SWATOW AND AMOY.

S.S. 'SOSHU MARU' Capt. K. Hattori, Saturday, 17th Oct. at a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

**Y. ASAI, Manager,**

Second Floor No. 1, Queen's Building.

# **HONGKONG—NEW YORK.**

**AMERICAN ASIATIC S. S. CO.**

FOR NEW YORK via JAPAN PORTS AND PANAMA CANAL.

S.S. 'INDRADEB' On or about 14th October, 1914.

For Freight or information apply to

**SEEWAN, TOMES & CO.**

Hongkong, September 21, 1914.

# WEEKLY NEWS FOR HOME **The Overland China Mail**

**FULL REPORTS.**

LATEST INTELLIGENCE

Order before you leave, so that you may receive it while at Home.

Price \$14 per annum, including postage.

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"THE CHINA MAIL, Ltd., Wyndham Street.

# Vessels Advertised as Loading.

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australia Ports, &c.	Albion Maru	Gibb Livingstone & Co.	Oct. 30, at 10 a.m.
Aring & Talca	Souha Maru	Osaka Shosen Kaisha	Oct. 17, at 8 a.m.
Bay of Biscay, &c.	Many Maru	Osaka Shosen Kaisha	Oct. 19, a.m.
Bray, S. & O'Connell	Anyo Maru	Nippon Yusen Kaisha	Oct. 26, at 11 a.m.
Honolulu via Japan &c.	Hinachi Maru	Nippon Yusen Kaisha	December 2, at 11 a.m.
Kobe & Yokohama	Yokohama Maru	P. & O. S. N. Co.	Oct. 10, at Noon
London & A'werp &c.	Namur	Butterfield & Swire	About Oct. 10.
Manila, Cebu & India	Loongang	Jardine, Matheson & Co. Ltd.	Oct. 13, at 4 p.m.
Manila, A'way	Yuenasang	Jardine, Matheson & Co. Ltd.	Oct. 10, at 3 p.m.
Manila, A'way	Changping	Osaka Shosen Kaisha	Oct. 17, at 3 p.m.
Manila, A'way	Sowa Maru	Butterfield & Swire	Oct. 24, at 11 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 21, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 4, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 23, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	About Nov. 6.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 30, at 6 p.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	About Oct. 17.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 13, at 1 p.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 27, at 1 p.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 3, at 1 p.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 1, at 1 p.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 13, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 14, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 17, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 20, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 23, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 26, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Oct. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 1, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 4, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 7, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 10, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 13, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 16, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 19, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 22, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 25, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 28, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 1, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 4, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 7, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 10, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 13, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 16, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 19, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 22, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 25, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 28, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 1, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 4, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 7, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 10, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 13, at 10 a.m.
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Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 19, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 22, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 25, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 28, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 31, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 3, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 6, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 9, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 12, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 15, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 18, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 21, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 24, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 27, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 2, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 5, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 8, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 11, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 14, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 17, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 20, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 23, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 26, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 31, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 3, at 10 a.m.
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Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 30, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	May 3, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	May 6, at 10 a.m.
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Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Aug. 4, at 10 a.m.
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Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 8, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Nov. 11, at 10 a.m.
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Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 14, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 17, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 20, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 23, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 26, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Dec. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 1, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 4, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 7, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 10, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 13, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 16, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 19, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 22, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 25, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 28, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Jan. 31, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 3, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 6, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 9, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 12, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 15, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 18, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 21, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 24, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 27, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Feb. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 2, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 5, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 8, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 11, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 14, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 17, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 20, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 23, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 26, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 29, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Mar. 31, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 3, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 6, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 9, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 12, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 15, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 18, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 21, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 24, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 27, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	Apr. 30, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	May 3, at 10 a.m.
Manila, Cebu & Hongkong	Yokohama Maru	Nippon Yusen Kaisha	May 6, at 10 a.m.
Manila, Cebu & Hongkong	Y		



